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SUMMARY REPORT OF AIRCRAFT ACCIDENT: ART 372

1. ANALYSIS: THE BOARD'S ANALYSIS OF THE ACCIDENT SHOWED THE EGT INDICATION OF 900-1000 DEGREES EXPERIENCED BY THE PILOT TO BE IN ERROR AND TO BE ATTRIBUTABLE TO A MALFUNCTION OF THE EGT INDICATING SYSTEM CAUSED BY RFI OR AN UN-IDENTIFIED ELECTRICAL SHORT IN THE TEST SWITCH CIRCUIT OR INSTRUMENT. RFI WAS CONSIDERED THE MOST PROBABLE CAUSE IN VIEW OF ARCING PRESENT WITHIN THE HF RADIO TUNER AND MALFUNCTIONING OF THIS EQUIPMENT APPROXIMATELY ONE MINUTE PRIOR TO THE REPORTED OVERTEMP. THE PILOT THEN FAILED TO EXECUTE A SATISFACTORY FLAME OUT LANDING PATTERN AT THE SELECTED BASE. THIS MANUEVER WAS COMPLICATED BY COCKPIT FOGGING, BROKEN TO SCATTERED CLOUDS IN THE PATTERN AREA AND REDUCED VISIBILITY CAUSED BY HAZE.

2. FINDINGS: PRIMARY: PILOTS FAILURE TO ACCOMPLISH A SATISFACTORY FLAME OUT LANDING COMPLICATED BY WEATHER, COCKPIT FOGGING AND POSSIBLE DISORIENTATION.

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(A) CONTRIBUTORY:

- (1) FAILURE OF THE EGT INDICATING SYSTEM.
- (2) FAILURE OF THE PILOT TO RECOGNIZE THE EGT INDICATION AS ERRONEOUS.
- (3) ABSENCE OF ESTABLISHED OPERATIONAL POLICIES AND PROCEDURES, (COMMAND POST) TO ASSURE TIMELY ASSISTANCE TO THE PILOT DURING EMERGENCIES.
- (4) INADEQUATE DASH ONE PROCEDURAL INFORMATION WITH REGARD TO EGT OVERTEMP SITUATIONS AND CANOPY FOGGING OR ICING WITH THE ENGINE SHUT DOWN.

3. RECOMMENDATIONS:

- (A) THAT A THOROUGH ANALYSIS BE MADE OF THE EGT INDICATIONG SYSTEM TO CORRECT POSSIBLE SOURCES OF HANG-UP, INTERNAL SHORTING, SPURIOUS SIGNALS AND RFI.
- (B) EXPANDED CONTINUATION FLIGHT TRAINING COVERING: FLAME OUTS, RE-LIGHTS AND SIMULATED FLAME OUT LANDINGS TO INCLUDE TOUCH AND GO.
- (C) ADDITIONAL GROUND TRAINING IN AIRCRAFT SYSTEMS, EMERGENCY PROCEDURES AND ENGINE OPERATION.
- (D) ESTABLISH OPERATIONAL POLICIES AND PROCEDURES TO ASSURE TIMELY ASSISTANCE TO THE PILOT.
- (E) PROVIDE CANOPY AND WINDSHIELD DE-FOGGING CAPABILITY WITH ENGINE SHUT DOWN.

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(F) AMEND DASH ONE EMERGENCY PROCEDURES TO EXPAND COVERAGE OF ENGINE OVER TEMP AND CANOPY DE-FOGGING UNDER HIGH HUMIDITY CONDITIONS WITH ENGINE SHUT DOWN.

(G) PROVIDE DRAG CHUTE CAPABILITY FOR ALL CONFIGURATIONS.

(H) RE-VERIFY NO FLAP FLAME OUT LANDING PROCEDURES.

END OF MESSAGE

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